

# VIRGINIA WORK AREA PROTECTION MANUAL

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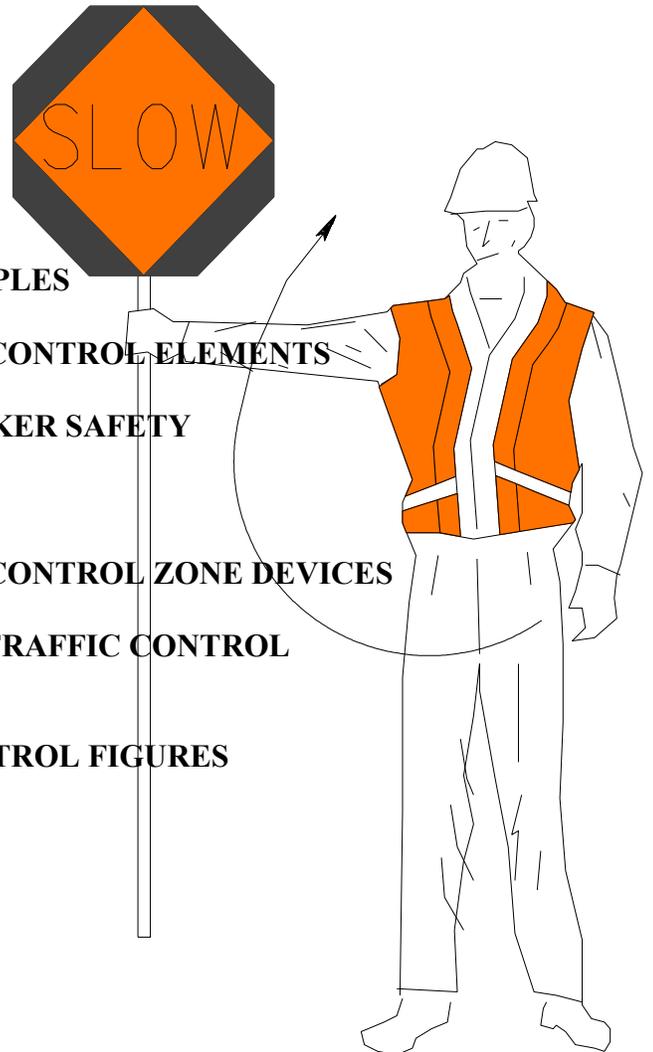
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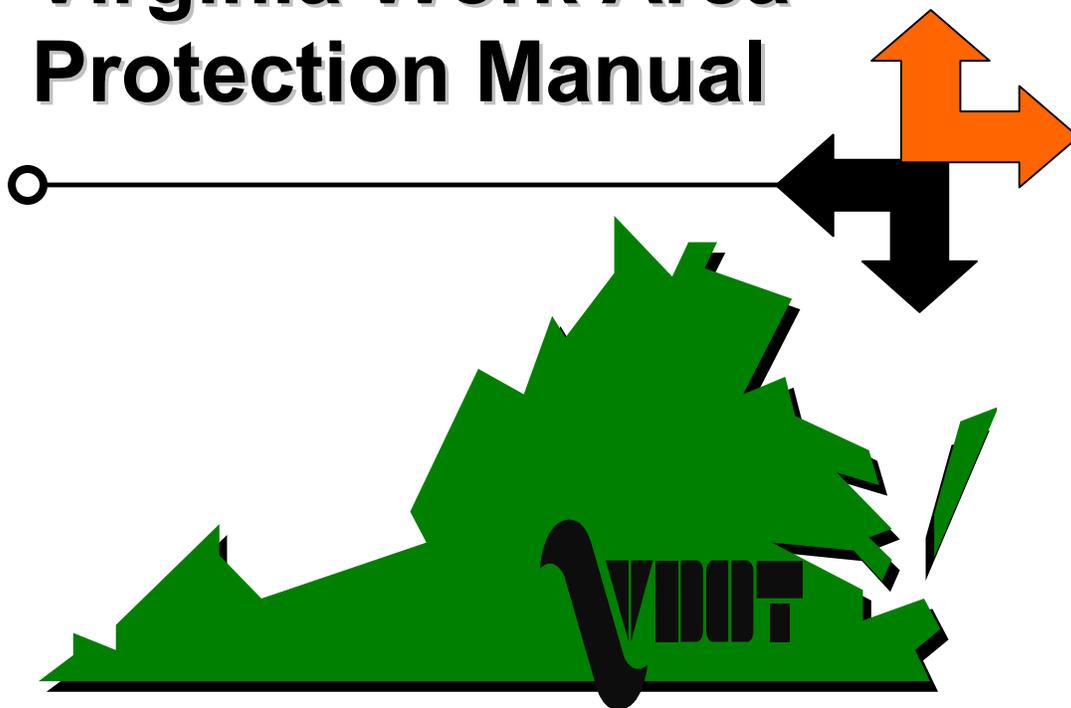
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# Virginia Work Area Protection Manual



**Standards and Guidelines  
for Temporary Traffic Control**

**January 2003**

The Virginia Department of Transportation has published a complete revision of the *Virginia Work Area Protection Manual* effective January 2003. This Manual replaces the previous issue of the *Virginia Work Area Protection Manual* dated January 1996.

This Manual is Virginia's version of Part 6 of the Manual on Uniform Traffic Control Devices (MUTCD) millennium edition and either meets or exceeds the requirements for temporary traffic control established by the Federal Highway Administration. This Manual may also be accessed on the Virginia Department of Transportation web page at [www.VirginiaDOT.org](http://www.VirginiaDOT.org). Future revisions to this manual will be posted on the web site only and it will be the responsibility of the holder of this manual to periodically check the web site and replace revised pages.

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# **VIRGINIA WORK AREA PROTECTION MANUAL**

**STANDARDS AND  
GUIDELINES**

*FOR  
TEMPORARY  
TRAFFIC CONTROL*

**DEPARTMENT OF TRANSPORTATION  
1401 EAST BROAD STREET  
RICHMOND, VIRGINIA 23219**

**JANUARY 2003**

# VIRGINIA WORK AREA PROTECTION MANUAL

## INTRODUCTION

### **Standard:**

**Traffic control devices shall be defined as all signs, signals, markings, and other devices used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, or bikeway by authority of a public agency having jurisdiction.**

**Part VI of the Manual On Uniform Traffic Control Devices (MUTCD) is reproduced and modified here as a separate publication to meet the special demand for uniform standards for temporary traffic control during construction and maintenance operations on streets and highways in the Commonwealth of Virginia.**

**The Manual on Uniform Traffic Control Devices (MUTCD) is incorporated by reference in 23 Code of Federal Regulations (CFR), Part 655, Subpart F and shall be recognized as the national standard for traffic control devices on all public roads open to public travel in accordance with 23 U.S.C. 109(d) and 402(a). The policies and procedures of the Federal Highway Administration (FHWA) to obtain basic uniformity of traffic control devices shall be as described in 23 CFR 655, Subpart F.**

**Any traffic control device design or application provision contained in this Manual shall be considered to be in the public domain. Traffic control devices contained in this Manual shall not be protected by a patent or copyright, except for the Interstate Shield and any other items owned by the FHWA.**

### **Standard:**

**The U.S. Secretary of Transportation, under authority granted by the Highway Safety Act of 1966, decreed that traffic control devices on all streets and highways open to public travel in accordance with 23 U.S.C. 109(d) and 402(a) in each State shall be in substantial conformance with the Standards issued or endorsed by the FHWA.**

### *Guidance:*

*The need for standard controls is especially acute during roadway temporary traffic control operations. Abnormal conditions are the rule, and therefore, traffic is particularly dependent on design, placement, and uniformity of traffic control devices to direct and guide it safely and efficiently through what would otherwise be hazardous areas. The constantly shifting and changing nature of work zone activity on or adjacent to the roadway may require frequent re-adjustments of traffic control devices in order to handle new situations. Thus, the proper and adequate placement of standard highway signs, signals, pavement markings, channelizing devices, and traffic control devices on roadways in work zones is a continuous responsibility of officials having authority and jurisdiction over the particular roadway. This responsibility includes periodic daytime and nighttime inspection of existing devices and conditions throughout the duration of the temporary traffic control operation.*

*This Manual is issued to promote a uniform standard of traffic control associated with SPECIAL EVENTS, INCIDENT MANAGEMENT, and WORK AREA PROTECTION along the*

*highways of Virginia. The standards, policies, and objectives contained in this Manual are intended to furnish information and guidance to personnel authorized to do work on the highway right of way, and are not intended to establish a legal requirement for installation. Good engineering judgment must be used to arrive at the best traffic controls for a particular worksite, depending on the nature of the activity, location and duration of work, type of roadway, traffic volume and speed, and potential hazard. Thus, while this Manual provides guidelines for design and application of traffic control devices, the Manual is not a substitute for engineering judgment.*

*It should be recognized that it is not feasible to cover every conceivable situation. The objective of this Manual is to illustrate many of the typical worksites and to describe many common conditions encountered. When circumstances occur which are not specifically covered in this Manual, or which require modification of the instructions contained herein, the judgment of the various levels of operating supervisors must be relied upon to meet the basic objectives. When warranted, the appropriate District Traffic Engineer should be consulted to select or tailor the proper traffic control devices.*

*Nothing contained herein is intended to abridge or disclaim the Manual on Uniform Traffic Control Devices, but rather to augment and to supplement for the safety of the traveling public.*

#### Support:

23 CFR, Part 655.603 adopts the MUTCD as the national standard for any street, highway, or bicycle trail open to public travel in accordance with 23 U.S.C. 109(d) and 402(a). The “Uniform Vehicle Code (UVC)” is one of the documents referenced in the MUTCD. The UVC contains a model set of motor vehicle codes and traffic laws for use throughout the United States. The States are encouraged to adopt Section 15-117 of the UVC, which states that “No person shall install or maintain in any area of private property used by the public any sign, signal, marking, or other device intended to regulate, warn, or guide traffic unless it conforms with the State manual and specifications adopted under Section 15-104.” Section 15-104 of the UVC adopts the MUTCD as the standard for conformance.

The Standard, Guidance, Option, and Support material described in this edition of the MUTCD provide the transportation professional with the information needed to make appropriate decisions regarding the use of traffic control devices on streets and highways. The material in this edition is organized to better differentiate between Standards that must be satisfied for the particular circumstances of a situation, Guidances that should be followed for the particular circumstances of a situation, and Options that may be applicable for the particular circumstances of a situation.

Throughout this Manual the headings Standard, Guidance, Option, and Support are used to classify the nature of the text that follows. Figures, tables, and illustrations supplement the text and might constitute a Standard, Guidance, Option, or Support. The user needs to refer to the appropriate text to classify the nature of the figure, table, or illustration.

#### **Standard:**

**When used in this Manual, the text headings shall be defined as follows:**

- 1. Standard — a statement of required, mandatory, or specifically prohibitive practice regarding a traffic control device. All standards are labeled, and the text appears in bold large type. The verb shall is typically used. Standards are sometimes modified by Options.**

- 2. Guidance** — a statement of highly recommended practice in typical situations, with deviations allowed if engineering judgment or engineering study indicates the deviation to be appropriate. These deviations shall be properly documented when not following guidance stipulations. All Guidance statements are labeled and the text appears in large italicized type. The verb *should* is typically used. Guidance statements are sometimes modified by Options.
- 3. Option** — a statement of practice that is a permissive condition and carries no requirement or recommendation. Options may contain allowable modifications to a Standard or Guidance. All Option statements are labeled, and the text is underlined. The verb *may* is typically used.
- 4. Support** — an informational statement that does not convey any degree of mandate, recommendation, authorization, prohibition, or enforceable condition. Support statements are labeled, and the text appears in small font. The verbs *shall*, *should*, and *may* are not used in Support statements.